

The McCook Tribune.

TWENTIETH YEAR

McCOOK, RED WILLOW COUNTY, NEBRASKA, FRIDAY EVENING, JANUARY 17, 1902

NUMBER 36

The Last of Earth.

From the Methodist church, last Sunday afternoon, the remains of Edwin Ellis were interred in Longview cemetery, after appropriate services (with full choir) of the Episcopal church by Rector R. M. Hardman of St. Alban's, who was assisted by Rev. L. M. Grigsby of the Methodist church.

At two o'clock, the remains were escorted from the late home in South McCook to the Methodist church by a large delegation of members of the Workman lodge of our city of which the deceased had for many years been a member. Here the impressive services of the Episcopal church were held in the presence of a crowded church full of sympathetic friends and neighbors of the departed husband and bereaved wife. After these services the body was escorted by the brethren to Longview cemetery and interment was made according to the ritual of the order.

Edwin Ellis, aged 63 years and 13 days, died at McCook, Nebraska, Friday, January 10, 1902, at the Relief Hospital of the B. & M. R. R.

He was boss wiper, and while assisting in running out No. 76, for the Imperial run, going toward the turntable, his foot slipped, and he fell, the wheels of the tender passing over the left leg, crushing it, from which cause he died. Mr. Ellis was born in Yorkshire, England; he came to America thirty years ago; to McCook 25 years ago, working for the B. & M. on the section. He has been employed in the round-house, as wiper, 18 years and 6 months. He was a faithful and trusted employe of the company. The attention given, and the courtesy shown to the family, by the head officials, was ample proof of their appreciation for his labors. He was married to Mrs. Emma Yarnell, of Centerville, Iowa, in 1885. He leaves a wife and three children to mourn his loss. He was a member of the McCook Lodge, Ancient Order of United Workmen for 18 years. His appreciation for this order was of the most intense nature. He was confirmed in St. Alban's P. O. church, four years ago, by Rev. Anson R. Graves, D. D., Bishop of Laramie. He bore his sufferings patiently, with Christian fortitude, waiting for his time to come. He was loved and respected by all who knew him. His bereaved wife and children have the sympathy of this community in their hour of bereavement.

Friends, let us take up the lessons of a finished life, for we die as well as live for each other. While we realize that one of the old landmarks is gone, and the gates were lifted up, and he entered into that mansion prepared for him by his blessed Saviour. All that we can say: "Thy will be done."

"His toils are past, his work is done, And he has left his weary soul to God. He fought the fight, the victory won, And entered into rest."

CARD OF THANKS.

We are more grateful than words can convey for all the kindness, sympathy and assistance given during the short illness and after the death of our beloved husband and father by the Workmen and the many kind friends and neighbors.

MRS. EDWIN ELLIS AND FAMILY.

High-Speed Air-Brake.

Within a few days all the equipment and motive power used on Burlington fast passenger trains between Chicago and Denver will be equipped with the latest thing in air-brakes, known as the "high-speed brake." This brake, it is claimed, will stop a train in one-third the distance formerly required, and in one-half the distance required by the brakes now in use. Another advantage is that with the quick stop there is no sudden jerk. The brakes tighten on the wheels by degrees, until the pressure of 110 pounds on the cylinders is exerted, and then they slowly ease off to seventy pounds. By this method the wheels do not slide. The train is quickly stopped without the jerk that throws passengers forward on the seats. A great advantage of this brake is that it enables heavy trains to stop with less loss of time at few stations, and in cases of emergency it stops it enabled very quickly. On local streets it enables the operating department to make a slight reduction in running time on account of the time saved in the stops, or enables engineers to run slower between stations and yet make schedule time.

The change in brakes has cost a considerable sum, yet the new device is regarded as one of the things that help to avoid collisions and other accidents and for such railroad companies are willing to pay enormous sums. The air cylinders carry 110 pounds of pressure, while the old brakes were operated with sixty and seventy pounds. The new brake takes the air slower and thus does not stop the brake so rapidly that the wheels are made to slide. It is said that when the wheels begin sliding a quick stop does not result. The thing desired is to apply the pressure just hard enough to make the wheels almost slide and to retard their motion continually until the train is brought to a stop.

It is said the Burlington is the only road running into Denver from the east that has adopted this device.

To Patrons of Electric Lights.

Parties having electric lights in their residences are becoming careless about turning them off when retiring. The residence rate is not based on all-night lights and except where paid for they must be turned off when retiring. The current is there to use in case of sickness or emergency, but beyond that it is a violation of the agreement and while you receive no benefit it is considerable expense to us. Please observe this and save further notice.

McCook Electric Light Co.

Ten-cent Fleece-lined Flannelettes reduced to 7 1/2c in the Clearing Sale of the Thompson D. G. Co.

The Fur Collarettes reduced to \$1.39. The Fur Scarves reduced to 89c. \$2 Fur reduced to \$1.39 at the clearing sale of the Thompson D. G. Co.

MOVEMENTS OF THE PEOPLE.

HORATIO STONE will shortly leave for Iowa.

J. E. KELLEY took his daughter Edna to Beatrice, Tuesday morning.

J. H. FARLIN of Villisca, Iowa, was in the city on business, last Friday.

L. MORSE was down from Benkelman, Saturday. Leonidas was not happy.

JOHN STEVENS, JR., of Arapahoe was up on business, fore part of the week.

DENNIS ST. GERMAN has purchased the Horatio Stone place on the South Side.

L. H. BLACKLEDGE, the Red Cloud lawyer and politician, was a city pilgrim, Tuesday.

Mrs. B. C. COFFMAN was called to Belvidere, close of last week, by illness of her mother.

J. P. A. BLACK, the Bloomington banker-lawyer-politician, has been a business guest, today.

B. B. GILLESPIE was up from Republican City, first of the week, guest of the McCarr brothers.

A. F. SWARTZ, formerly of the National hotel of this place, has purchased and taken possession of the Oxford hotel in Beatrice.

FRANK E. SMITH, who was taken sick in Denver and went home to Yale, Iowa, to recuperate, has returned to his work in Denver.

MR. AND MRS. C. H. MEERER were Lincoln visitors, close of last week, to hear the famous Christian Science lecturer, Mr. Kimball, present that faith.

J. M. KILPATRICK of Beatrice went up the Imperial branch, Monday, on business connected with his large stock and ranch interests in Chase county.

J. H. O'NEIL came up from York, close of last week, and has been here, part of the week, on business connected with his interests in this part of the state.

MOSE STERN of Chicago was out on business, close of last week. His brother Harry Stern was here from New York, first of this week, on a similar mission. Both have considerable interests here.

PUBLIC SCHOOL ITEMS.

Report of superintendent to board of education for the month ending January, 10, 1902:

Number of boys enrolled	316
Number of girls enrolled	722
Number of pupils present	1,038
Transferred	2
Withdrawn, but not re-entered	25
Present membership	67
Average daily attendance by boys	316
Average daily attendance by girls	681
Average number belonging	639
Per cent of attendance on enrollment	88
Per cent of attendance on number belonging	94
Not absent during month	383
Half days absent	1,025
Cases of tardiness	51
Number of person tardy	46
Visits by board	0
Visits by superintendent	0
Visits by others	7
Half days teachers were absent	73

City Council Proceedings.

Regular session, Monday evening. Present entire board, Attorney Starr and Clerk Wilcox.

Minutes of last session read and approved.

Bills as follows were allowed and warrants ordered drawn on proper funds in payment of same:

McCook Electric Light Co.	\$ 92 30
Lincoln Land Co.	53 75
John P. Elkstead	26 25
Lincoln Land Co.	425 00
Ed. Fitzgerald	60 00
C. B. Gray	50 00
H. P. Waite	4 55
Barnett Lumber Co.	10 80
McCook Loan and Trust Co.	75 00
D. A. Bowen	9 00

Semi-annual report of City Treasurer Ebert was read and ordered on file.

Report of McConnell & Berry of liquor sold from July 1st, 1901, to Jan. 6th, 1902, was read and placed on file. Adjourned.

Ladies' Circle Officials.

The following officers of the Ladies' Circle of the G. A. R. were duly installed on January 4th, 1902:

Mrs. L. J. Burtless, president.

Mrs. Adeline Dole, senior vice-president.

Mrs. Ellen LeHew, junior vice-president.

Mrs. Bettie Franklin, chaplain.

Mrs. Charlotte Brewer, treasurer.

Mrs. Kate Dutton, secretary.

Mrs. Mattie Knipple, conductress.

Mrs. Laura Starr, assistant conductress.

Mrs. Mary Huber, guard.

After the installation refreshments were served, concluding an enjoyable event in circle life.

You Eat Candy?

Then eat the best. Gunther's strictly pure, always fresh at McConnell & Berry's.

In the clearing sale of The Thompson D. G. Co. you run across the following items at regular prices as follows: Best indigo blue calico, 5c yd. Best apron check gingham, 5c yd. Best table cloth 15c yd. Best carpet wrap 16 1/2c lb., weighed. Best carpet on the scales. Best turkey red figured calico 5c yd. Stout sheeting, yard wide, by the bolt 31c yd. Rockford seamless sock 5c pair. 24 in. fast red or blue handkerchief, 6 for 25c. Men's black and white striped overshirts 39c. Men's blue denim jackets 39c. Men's heavy blue overalls 50c pair, and hundreds of others besides the long lists of radical reductions for clearance.

J. P. Allen, agent at Wauweta, was called to Hastings, recently, by the illness of his wife. Extra Agent Zint acted for him during his absence.

\$1.25 Flannel Shirt Waists cut to 79c in the Clearing Sale of The Thompson D. G. Co.

Operator J. W. Cantrall at Oberlin, Kansas, recently passed the agent's examination at Omaha.

Woolen Stocking Yarn 35c a pound weighed out on the scales at the Clearing sale of The Thompson D. G. Co.

Story of the Burlington.

In an address delivered at Albia, Iowa, December 30th, 1901, W. W. Baldwin told the story of the Burlington in a most interesting and comprehensive manner, touching upon many facts known but forgotten perhaps by many. The address shows the story of the Burlington and of its pioneer officials to be synonymous with the development and growth of much of Iowa and Nebraska, in both of which states the road being a potential element for more than a quarter of a century past.

The address is too long for us to even cover a summary of its contents, and hence we will be compelled to be content with a few glances at a most engaging statement of the accomplishments of the Old Burlington and a brilliant outlook upon the future of the New and Greater Burlington.

Speaking of the government land grant in Iowa, he showed that at the time the road was given the grant, the land could all have been purchased for \$450,000; but the company has paid the government already twice the amount of the original grant, and is now paying annually over \$80,000 for what was intended by the people at the beginning as a gift. Iowa land at that time—1868—was worth \$1.25 per acre, and can't be bought now for less than \$10.00.

The Burlington has been closely allied to the soil and to the son of the soil, and has prospered only as the farmer and stockman have.

It has been from the first a progressive and energetic road under wise and liberal management. It has spent more than eight millions of dollars, the past year, in betterments and extensions, and the work now being pushed forward in Iowa and other states is of a most elaborate and substantial character.

In speaking of the policy of the Burlington as to its employes, he paid a high tribute to the management, showing that the company has always enforced the merit system, and advanced its men from the ranks to the highest official positions as they by fidelity and capacity showed their fitness for the advancement. A glance at the personnel of the road's officials today proves the speaker's statement. Perhaps no road in America can show a better illustration of this policy of making officials from the ranks.

Then follows an enumeration of the officials and their advancement from the humblest positions to the foremost rank in the company's service and among America's railroad managers:

Ex-President Perkins, who came up from a \$30 clerk. President Harris, an office-boy at \$36 per month. First Vice-President and General Manager Potter, who in 1867 was station agent at Albia, Iowa, and in fourteen years became first vice-president. Our own General Manager Holdrege, who was a clerk in 1869. General Manager Delano was an apprentice-boy in the Aurora shops in 1885 at five cents an hour. General Manager Elliott was a rodman in his first service for the road. Superintendent Levey was a night operator at Red Oak, Iowa. General Passenger Agent Eustis started as a clerk in the freight and ticket department in Omaha, twenty-four years ago.

And to these might be added Mr. Ripley, president of the Santa Fe, who was a Burlington freight clerk in 1870. Mr. Morton, now vice-president of the Santa Fe, who began railroad life in the Burlington service as a clerk. Mr. Ledyard, president of the Michigan Central, began as a clerk in 1870. Vice-President Brown of the Lake Shore was a train dispatcher. Mr. Merrill, vice-president of the New York, New Haven and Hartford, entered the Burlington engineering service in 1866. W. B. Strong rose from a subordinate place to be vice-president of the "Q" and later president of the Santa Fe. A. E. Touzalin, it will be remembered, came up from the Burlington ranks to be its vice-president. All of which is a most powerful stimulus to ambition and duty to every subordinate in the service.

Passing from the more personal side of the Burlington, the speaker spoke at some length on the recent great merger of the Burlington and the Great Northern and the Northern Pacific, into the New and Greater Burlington, defending the action as wise and beneficial—even necessary to the future good of the road—as the roads in the combination marvelously supplement each other. The Burlington had food and fuel; it has added lumber and an outlet to the expanding trade of the Pacific and Orient. The speaker closed with a prediction that the Burlington of the future would be an improved Burlington, a Burlington being constantly made better, with more employes, more trains, a faster fast mail, better service generally. Speed the day!

Notice is Hereby Given

That any and all person firing off 22-caliber rifles within the city limits will be punished as provided by law. Parents of children having and using these dangerous playthings are warned accordingly. A number of narrow escapes from bullets from these rifles have been reported to the authorities by citizens of McCook, recently, and the use of these rifles must be discontinued under penalty of the law. By order of the mayor and city council.

C. B. GRAY, City Marshal.

Public Sale.

William Knappe announces a public sale, Tuesday, January 28th, commencing at ten in the morning, of all his stock, farm implements, household goods and other articles. Free lunch at noon. \$10 and under, cash. Credit to October 15, 1902, at 8 per cent. H. H. Berry, auctioneer. Farm, seven miles southeast of McCook.

Red Indian Blankets with black borders—just the thing to make lounging robes out of—now only 69c in the Clearing Sale of The Thompson D. G. Co.

Mrs. H. A. BEALE entertained a company of ladies at a Kensington, Tuesday afternoon.

RAILROAD NEWS ITEMS.

J. F. Bear, fireman, is in Denver, now. Warren Traver went down to Lincoln, Thursday, on a visit.

Ass't Sup't Harris was down from Denver, Monday, on business.

Auditor C. H. Sampson was at Western division headquarters, Monday.

Charles Wands, machinist's apprentice, has been off duty, part of the week.

William Baird, the head car man, was also with us, officially, Thursday.

L. W. Stayner and family arrived home, Sunday, from Des Moines, Iowa.

Neal Bealer left on 6, last night, for Chicago, to be absent about thirty days.

Dennis Cullen and wife visited her aged step-father at Heartwell, Sunday.

Even a kernel of sound theory in the principle of protection, though it has been lost sight of in the struggle for advantage. Does the professor mean to say that the strife to excel is unpatriotic? Would he have our inventors stop thinking, our miners stop digging, our farmers stop planting, our

Conductor C. J. Snell went down to run on the Republican City-Oberlin branch, Monday.

Herman Hegeberger and D. F. Shaw are on the sick list, the latter on account of a slight foot injury.

L. S. Watson has Conductor S. E. Callen's car 150, while S. E. was out with the pay-car special.

General Sup't T. E. Calvert was out from Lincoln, Thursday, on business at Western division headquarters.

Frank Green, blacksmith, has gone home to Stockville on a visit. Charlie Duncan has his fire meanwhile.

The pay-car went over the Western division, Wednesday, as a special, in charge of Conductor S. E. Callen.

Brakeman D. F. Shaw and wife are spending a day or two in Cambridge visiting during his slight disability.

Switchman I. B. West and M. S. Emberling went up to Denver, Wednesday night on 3, on a short outing.

Great Northern and Burlington cars are now used interchangeably, so close are the relations of the two roads.

Master Mechanic Kramer of Wymore was at Western division headquarters, Thursday, with the rest of the officials.

Knud Stangland and wife have returned to Denver from California and expect eventually to return to McCook.

Foreman A. S. Hutchinson of the Holdrege round-house was an attendant upon the club meeting, Thursday night.

Mr. Talmage, the patent blow-off cock man, was at headquarters, Thursday, and the club meeting, Thursday night.

Conductor Frank Quigley of Oxford has taken a lay-off of fifteen days, and will take unto himself a wife before his return.

J. B. Burton, general foreman at Oxford, attended the club meeting at headquarters, Thursday afternoon and evening.

W. F. Ackerman, ass't inspector of piece-work, was up from Lincoln, yesterday, with his new schedules of piece-work prices.

Two new cupolas have arrived from Plattsmouth and 104 has been given one of them and will soon be out of the carpenter-shop.

The ballast crusher is in condition again and being operated at Woodruff, after a short shut-down for repairs to the machinery.

Born—To Mr. and Mrs. Clarence Denton, Oxford, Thursday, January 9th, a nine-pound baby boy. Mother and baby doing well.

If Engineer J. H. Moore's Trans-Alaskan correspondence continues or increases, Jack will have to employ a stenographer and typewriter.

J. C. Woodworth, formerly traffic manager of the Pacific Coast company, is Darius Miller's chief assistant in the Burlington's traffic department.

Stalls have been built in the baggage-room for the mail for the different trains. This will allow for an accurate separation of the mail for the several trains.

Engineer C. G. Franklin came down from Denver, Tuesday, and on Wednesday moved his family up to Denver. He is running from Denver to Alliance.

G. W. Rhodes, ass't chief of motive power and ass't general sup't, was an official guest of Western division headquarters, Thursday afternoon and evening.

Engine 45 is just in the shops for a general overhauling. Also the 384. No. 225 had her jacket put on, Thursday, and will be out of the shop in a few days.

The fireman on the Denver switch-engine was knocked out of his cab by a passing box car, Tuesday noon, and had a leg cut off, besides sustaining other injuries which were thought likely to result fatally.

The new high-speed brake will stop a train in two-thirds the time used by the quick-action brake in general use and in much less space. For instance, the old, plain automatic brake will stop a train running sixty miles an hour in 1600 feet. The quick-action brake requires but 1280 feet and the high-speed brake does the business in 800 feet.

The Rocky Mountain Railway club will hold its January meeting at the New St. James hotel on Curtis street, between Fifteenth and Sixteenth streets, Denver, Colorado, on Saturday evening, the 18th instant, commencing at 7:30 o'clock. Program: Discussion of paper, "Maintenance of Air-Brakes on Freight Cars," Paper, "Locomotive Fuel," by W. J. Schlacks, "The Question Box." Extemporaneous discussions will follow the reading of questions submitted by members to the "Question Box."

Good large wool Blankets for \$1.89 per pair in the Clearing Sale of The Thompson D. G. Co.

The McCook Poultry Show.

The Republican Valley District Poultry association held its fifth annual show, the first days of the new year. The show was much smaller than usual, owing to some of the members of the association moving away; others had heavy losses by hail and theft, and then there was a failure to properly advertise the show so that many who intended to become exhibitors were in ignorance as to the dates. The fowls shown were very good and Judge Rhodes gave perfect satisfaction in scoring them. There was a good attendance and the winners were as follows:

Barred Plymouth Rocks—Morlan and McDonald, 1st pen; W. O. McClure, 2nd pen; Morlan and McDonald, 1st, 2nd, and 3rd pullets; J. H. Thuman, Cambridge, Neb., 1st, 2nd, and 3rd cockerels.

Buff Plymouth Rocks—Mrs. H. H. Pickens, 2nd pen.

White Wyandottes—Morlan and McDonald, 1st pen; G. W. Predmore, 2nd pen.

Silver Laced Wyandottes—Mrs. John Dutcher, Indianola, 1st pen; M. D. King, Minden, 2nd pen; E. J. Tipton, McCook, 3rd pen.

Buff Wyandottes—M. D. King, Minden, 2nd cock and 2nd pen.

Dark Brahmas—M. D. King, Minden; 1st pen.

Buff Cochins—Mrs. Ida E. Bard, Imperial, 1st and 2nd pen and 1st and 2nd pullet.

Partridge Cochins—Mrs. R. L. Tinker, 1st, 2nd, and 3rd hens.

Black Langshans—J. A. Johnson, Holdrege, Neb., 1st pen, 1st hen, 1st pullet and 1st cock.

Cornish Indian Games—Morlan and McDonald, 1st, 1st and 2nd cockerels.

Blue Andalusians—Morlan and McDonald, 1st pen.

Mammoth Bronze Turkeys—Morlan and McDonald, 1st pair; Mrs. Frank Stillman, 1st tom.

At the close of the show the following officers were elected: President, G. W. Predmore; secretary, Hattie Byfield; treasurer, Mrs. R. L. Tinker; superintendent, D. Magner. It was decided to hold the next show as early as possible in this year, as we could secure dates from the Judge Rhodes. The next meeting of the association will be held, Saturday, Feb. 1st.

Meeting of County Teachers.

THE TRIBUNE takes pleasure in calling special attention in this issue to the meeting of county teachers to be held in the high school building, tomorrow afternoon, commencing at half past one o'clock. The program appeared in last week's paper and the numbers will be remembered by our readers; but it is to two items we wish to call special attention, namely, "What Can the Patrons Do to Advance the Interest of the School?" by Mrs. George W. Willets of our city, an old school teacher, and "What Does the Business Man Want the School to Do for the Boy Whom He Is Going to Employ?" by Albert Barnett, president of the Barnett Lumber Co.

We are advised that the program of the entire meeting, tomorrow afternoon, will be especially interesting, and THE TRIBUNE hopes that our citizens as far as possible will take advantage of the opportunity to be present.

A Coming Concert.

Rehearsals are now in progress for a concert to be given, close of this month, under direction of Miss Olive M. Howe. The program will embrace both vocal and instrumental members, with an entertaining variety of both. In vocal there will be choruses, quintette, quartette, duets and solos. The instrumental numbers will be largely by Miss Howe. Something fine is promised.

Mrs. H. F. Tomblin of Arapahoe passed through the city, Saturday last, on route for Imperial, whither she was called by the severe illness of her son's wife.

W. J. Kelley, night operator at Barr, Colorado, has returned from his furlough and W. L. Hicks, his relief, is now on the extra-list.

REV. DAVID FORBES departed on 6, Tuesday night, for St. Thomas, Canada. He will visit a daughter in Lima, Ohio, en route.

Ladies' all-wool dress skirts to measure from \$2.50 up—goods and making at The Thompson D. G. Co.

Mrs. F. F. Tomblin, wife of the agent at Imperial, has been very ill, the past week, but is now convalescent.

Great big 85c Cotton Blankets now 69c in the Clearing Sale of The Thompson D. G. Co.

Excursion to Florida.

The Burlington Route is organizing a personally conducted excursion to Florida and Cuba, to leave Nebraska points, Wednesday, January 29. The route will be via St. Louis, thence to Jacksonville, Florida, through scenes which have been forever made historic by the dramatic events of the civil war.

An exceedingly low rate has been made, and members of the excursion have choice of several attractive trips after they arrive at Jacksonville.

A handsome booklet, giving details of the excursion will be ready for distribution about January 1st. Write for a copy.—J. P. FRANCIS, G. P. A., Omaha, Neb.

COLEMAN.

J. B. Smith took eight fat hogs to McCook, Monday.

Several from here were in McCook, last Sabbath, to attend the funeral of Edwin Ellis.

Bert Wales took a load of Kafir corn to McCook, Tuesday, and brought out a barrel of apples.

M. H. Cole returned, Thursday on No. 1, from Iowa, where he has visited for three weeks past.

M. F. Thomas of Madison county, this state, was here, this week. He is a cousin to Wm. Coleman and they had not met for thirty-four years.

MINOR ITEMS OF NEWS.

Books for old and young at Cones'.

"Niggerhead" Maitland at Bullard's.

Get your stationery at Cones' Drug Store.

Cones' Drug Store for fine toilet articles.

Sugar-beet tools—full stock—at W. T. Coleman's.

Dr. J. D. Hare; office phone 37; residence 168.

The Bankers' Union of the World installed its officers, last night.

If you don't see what you want, ask at D. C. Marsh's meat-market.

Cones' Drug Store